



Off-Street Parking, Loading and Transportation

Article X

Fort Mill Unified Development Ordinance

Section 10.1 Purpose

The purpose of this article is to prescribe regulations for off-street parking of motor vehicles in residential and non-residential zoning districts; to ensure by the provision of these regulations that adequate parking and access are provided in a safe and convenient manner; and to afford reasonable protection to adjacent land uses from light, noise, air pollution and other effects of parking lot proximity.

Section 10.2 General Requirements

- A. **Applicability of Parking Requirements.** For all buildings and uses established after the effective date of this ordinance, off-street parking shall be provided as required by this article. In addition, the following shall also apply:
1. Whenever use of a building or lot is changed to another classification of use, off-street parking facilities shall be provided, as required by this article for that use.
 2. If the intensity of use of any building or lot is increased, through the addition of floor area, increase in seating capacity, number of employees or other means, additional off-street parking shall be provided, as required by this article.
 3. Off-street parking facilities in existence on the effective date of this ordinance shall not be reduced below the requirements of this article, nor shall nonconforming parking facilities that exist as of the effective date of this ordinance be further reduced or made more nonconforming.
 4. An area designated as required off-street parking shall not be changed to another use, unless equal facilities are provided elsewhere in accordance with the provisions of this article.
 5. Businesses located within the Downtown Core District shall not be required to meet the requirements of this article.
- B. **Location.** Off-street parking facilities required for all uses other than single and two-family dwellings shall be located on the lot or within 1,200 feet of the building(s) or use they are intended to serve, as measured from the nearest point of the parking facility to the nearest public entry of the building(s) or use served. Off-street parking facilities required for single-and two-family dwellings shall be located on the same lot or plot of ground as the building they are intended to serve, and shall consist of a driveway, parking strip, parking apron, and/or garage. All residential driveways shall meet town engineering standards.
- C. **Shared/Common Parking.**
1. Two or more buildings or uses may share a common parking facility, provided the number of parking spaces available equals the required number of spaces for all the uses computed separately. Cumulative parking requirements for mixed-use developments or shared facilities may be reduced by the planning commission where it can be determined that one or more of the factors listed in subsection D below apply.
 2. Parking facilities for a church or place of worship may be used to meet not more than 50 percent of the off-street parking for theaters, stadiums and other places of public assembly, stores, office buildings and industrial establishments lying within 1,200 feet of the church or place of worship, as measured from the nearest edge of the parking area to the nearest public entry point of the building or use; provided, the church or place of worship makes the spaces available and there is no conflict between peak times when the uses are in need of the parking facilities.
 3. A request for shared parking that will result in fewer than the total number of spaces required for all uses separately may be approved by the planning commission as part of the development plan review. The following documentation shall be provided in conjunction with such a request:
 - a. A shared parking analysis shall be submitted to the administrator that clearly demonstrates the feasibility of shared parking. The study must be provided in a form established by or acceptable to the administrator. It must address, at a minimum, the size and type of the proposed development or combination of uses, the composition of tenants, the anticipated

rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces.

- b. A shared parking plan shall be enforced through written agreement among all owners of record and included in the development agreements filed with the town. The owner of the shared parking area shall enter into a written agreement with the Town of Fort Mill with enforcement running to the town. The agreement shall state that:
 - i. the land comprising the parking area shall never be disposed of, except in conjunction with the sale of the building which the parking area serves so long as the facilities are required; and
 - ii. the owner agrees to bear the expense of recording the agreement which shall bind his or her heirs, successors, and assigns.
- c. An attested copy of the shared parking agreement between the owners of record shall be submitted to the administrator to be recorded in a form established by the town attorney. The agreement must be recorded before issuance of a building permit or certificate of occupancy for any use to be served by the shared parking area. A shared parking agreement may only be revoked if all required off-street parking spaces will be provided on-site. The town shall void the written agreement if other off-street facilities are provided in accord with these zoning regulations.

D. Modification of Parking Requirements. The planning commission may reduce the parking space requirements of this article for any use, based upon a finding that other forms of travel (such as transit, bicycle or pedestrian) are available and likely to be used and, in particular, the site design will incorporate both bicycle parking facilities and pedestrian connections. In addition, one or more of the following conditions shall be met:

- 1. Shared parking is available to multiple uses where there will be a high proportion of multipurpose visits or where uses have peak parking demands during differing times of the day or days of the week and meeting the following requirements:
 - a. Pedestrian connections shall be maintained between the uses.
 - b. For separate lots, shared parking areas shall be adjacent to each other, with pedestrian and vehicular connections maintained between the lots.
 - c. Unless the multiple uses are all within a unified business center, office park or industrial park all under the same ownership, shared parking agreements shall be filed with the town clerk after approval by the planning commission.
- 2. Convenient municipal off-street parking or on-street spaces are located adjacent to the subject property.
- 3. Expectation of walk-in trade is reasonable due to sidewalk connections to adjacent residential neighborhoods or employment centers. To allow for a parking space reduction, the site design shall incorporate pedestrian connections to the site and on-site pedestrian circulation, providing safe and convenient access to the building entrance.
- 4. Where the applicant has provided a parking study, conducted by a qualified transportation engineer, demonstrating that another standard would be more appropriate based on actual number of employees, expected level of customer traffic, or actual counts at a similar establishment.
- 5. The planning commission may require a parking study to document that any one or more of the criteria 1 through 4 above would be met.

E. Deferred Parking.

1. Where a reduction in the number of parking spaces is not warranted, but an applicant demonstrates that the parking requirements for a proposed use would be excessive, the planning commission may defer a portion of the required parking. A site plan shall designate areas of the site for future construction of the required parking spaces, meeting the design and dimensional requirements of this article. Any area so designated shall be maintained in a landscaped appearance and not occupy required buffers, greenbelts or parking lot setbacks, or be used for any other purpose. Landscaping, such as parking lot trees, that would otherwise be required shall be installed within the deferred parking area.
2. The deferred parking shall meet the requirements of this article, if constructed. Construction of the additional parking spaces within the deferred parking area may be initiated by the owner or required by the town, based on parking needs or observation, and shall require approval of an amended site plan which may be approved by the administrator.

F. Temporary Parking. It is recognized that there may be special events or situations that occur infrequently which would result in a temporary reduction in the availability of required parking spaces or create a need for temporary off-site parking. Such events could include outdoor vehicle sales, festivals, fairs, church/school car washes or garage sales. In those instances, the administrator may authorize the use of a portion of the required parking area for other purposes on a temporary basis or permit temporary off-site parking, upon a demonstration by the applicant that:

1. the loss of the required parking spaces may be off-set by requiring employees or customers to park elsewhere or that due to the time of year or nature of the on-site business, the required spaces are not needed;
2. permission has been granted by neighboring property owners or operators to use their parking facilities;
3. the duration of the special event is so short or of such a nature as to not create any parking problems for the normal operation of the existing on-site use;
4. temporary off-site parking is located and designed to ensure safe and efficient circulation for both pedestrians and vehicles (a site plan may be required to demonstrate this); and
5. the proposed special event satisfies all other applicable town regulations.

G. Maximum Allowed Parking. In order to minimize excessive areas of pavement that detract from aesthetics, contribute to high rates of storm water runoff and generate reflective heat, the minimum parking space requirements of this section shall not be exceeded by more than 10 percent, unless approved by the planning commission as part of site plan review. In approving additional parking space, the planning commission shall determine that the parking is necessary, based on documented evidence, to accommodate the use on a typical day.**H. Bicycle Parking.** Accommodation for bicycle parking is encouraged in all districts, but especially in the Downtown Core District and within all mixed use districts. Bicycle racks shall be placed in locations that preserve at least five (5) feet of clear area for pedestrians if placed on or adjacent to a sidewalk.**I. On-Street Parking.** Where on-street parking is available within 1,200 feet of the boundary of a lot or parcel, a portion of the off-street parking requirement may be waived by the planning commission upon determining that one or more of the following conditions is applicable:

1. A number of the on-street spaces are currently routinely available and can reasonably be expected to be available to the use for which the waiver is requested;
2. The nature of the proposed use is such that its peak demand occurs at times when the on-street parking is not likely to be used; or
3. The on-street parking would not be the primary parking area for the use and may be considered as a temporary option in support of deferred parking, as provided in Section 10.2 E.

Section 10.3 Required Off-Street Parking Spaces

The minimum number of required off-street parking spaces shall be provided and maintained on the premises or as otherwise allowed by this article, on the basis of the applicable requirements of *Table 10-3*. As a condition of approval, the planning commission may require that a performance guarantee be posted, in accordance with the provisions of *Section* ***.

- A. When units or measurements determining the number of required parking spaces result in a fraction over one-half ($\frac{1}{2}$), a full parking space shall be required.
- B. In the case of a use not specifically mentioned, the requirement for off-street parking facilities for a specified use which is most similar, as determined by the administrator, shall apply.
- C. Each 24 inches of bench, pew, or similar seating facilities shall be counted as one (1) seat, except if specifications and plans filed in conjunction with a building permit application specify a maximum seating capacity, that number may be used as the basis for required parking spaces.
- D. Where parking requirements are based upon maximum seating or occupancy capacity, the capacity shall be as determined by the building code and fire ordinance.
- E. Unless otherwise indicated, floor area shall be usable floor area (UFA).

Table 10-3 Parking Requirements by Use

Use	Number of Parking Spaces
Residential Uses	

Accessory dwellings	1 space per dwelling unit
Bed and breakfast	2 for the owner/operator and 1 per leasable room
Boarding or rooming house	1 space per 2 beds, plus 2 additional spaces for owner or employees
Group homes, juvenile and adult	1 per 4 occupants
Multiple-family residential dwellings	2 spaces per dwelling unit, except in the Downtown District where 1 per dwelling unit is required
Senior apartments and senior independent living	1.25 spaces per unit. Should units revert to general occupancy, the requirements for multiple family dwellings shall apply
Single-family (attached and detached) and two-family dwellings	2 spaces per dwelling unit
Institutional Uses	
Auditoriums, assembly halls, meeting rooms, theaters, and similar places of assembly	1 space per 3 seats, based on maximum seating capacity in the main place of assembly, as established by the town fire and building codes
Child day care centers, nursery schools, and day nurseries; adult day care centers	1 per 350 sq. ft. of UFA, plus 1 per employee. Sufficient area shall be designated for drop-off of children or adults in a safe manner that will not result in traffic disruptions
Churches and customary related uses	1 per 3 seats in the main unit of worship, plus spaces required for each accessory use such as a school
Colleges and universities; business, trade, technical, vocational, or industrial schools	1 per classroom plus 1 per 3 students based on the maximum number of students attending classes at any one time
Elementary and middle schools	1 per teacher, employee, or administrator, in addition to the requirements for places of assembly such as auditorium, gymnasium, or stadium
Government offices	1 per 300 sq. ft. of UFA plus requirements for auditoriums, meeting halls or other assembly rooms
High schools; performing and fine arts schools	1 per teacher, employee, or administrator, and 1 for every 10 students, in addition to the requirements for places of assembly such as auditorium, gymnasium, or stadium
Hospitals and similar facilities for human care	1 per 2 beds, plus 1 per employee on the largest shift.
Nursing and convalescent homes	1 per 3 beds or occupants and 1 space per staff member or employee on the largest shift
Post office	1 per 200 sq. ft. of UFA
Public libraries and museums	1 per 800 sq. ft. of UFA, plus requirements for auditoriums, classrooms or other assembly rooms
Retail Uses	

Retail stores except as otherwise specified herein		1 for every 250 sq. ft. of UFA
Multi-tenant shopping centers	with 60,000 square feet or less of retail	1 for every 250 sq. ft. of retail UFA
	with over 60,000 square feet of retail	1 for every 220 sq. ft. of retail UFA
	with restaurants	If more than 20% of the shopping center's floor area is occupied by restaurants or entertainment uses, parking requirements for these uses shall be calculated separately. Where the amount of restaurant space is unknown, it shall be assumed to be 20%.
Agricultural sales, greenhouses and nurseries or roadside stands		1 per employee plus 1 per 100 sq. ft. of actual permanent or temporary area devoted primarily to sales
Animal grooming, training, day care, and boarding		1 for every 300 sq. ft. of UFA
Farmers' markets		1 for every 150 sq. ft. of lot area used for sales or display
Furniture and appliance, household equipment, show-room of a plumber, decorator, electrician, hardware, wholesale and repair shop, or other similar uses		1 for every 800 sq. ft. of net UFA plus 1 additional space per employee
Grocery store/supermarket		1 for every 200 sq. ft. of UFA
Home improvement centers		1 for every 300 sq. ft. of UFA
Open air businesses, except as otherwise specified herein		1 for every 500 sq. ft. of lot area for retail sales, uses, and services
Vehicle dealerships, including automobiles, RV's, motorcycles, snowmobiles, ATV's and boats		1 for every 300 sq. ft. of show room floor space, plus 1 per automobile service stall, plus 1 per employee
Service Uses		
Motor vehicle service stations (gas stations and truck stops)		1 per employee, plus additional parking required for other uses within vehicle service station, such as the retail floor area, restaurants or vehicle repair stalls. Each automobile fueling position shall count as one quarter (1/4) of a required space for the spaces required for other uses within an automobile service station.
Vehicle repair establishment, major or minor		2 per service stall, plus 1 per employee
Vehicle quick oil change		2 stacking spaces per service stall, rack or pit plus 1 per employee
	Self-service (coin operated)	4 spaces plus 2 stacking spaces for every washing stall

Vehicle wash	Full-service	4 spaces, plus 1 per employee. 15 stacking spaces for every washing stall or line, plus a minimum 30 foot long drying lane to prevent water from collecting on street.
Banks and other financial institutions		1 per 200 sq. ft. of UFA for the public. Drive-up windows/drive-up ATMs shall be provided with 3 stacking spaces per window or drive-up ATM
Beauty parlor or barber shop		2 parking spaces per chair/station
Dry cleaners		1 per 500 sq. ft. of UFA
Laundromats		1 per washer-dryer pair, plus 1 space per employee
Mortuary establishment, funeral home		1 per 50 sq. ft. of assembly room or parlor floor space
Motel, hotel or other commercial lodging establishment		1.25 per guest unit. In addition, spaces required for ancillary uses such as lounges, restaurants, meeting rooms or places of assembly shall be provided and determined on the basis of specific requirements for each individual use
Restaurants, Bars and Clubs		
Standard sit-down restaurants with liquor license and brew pubs		1 per 50 sq. ft. of UFA
Standard sit-down restaurants without liquor license		1 per 75 sq. ft. of UFA
Carry-out restaurant (with no or limited seating for eating on premises)		6 per service or counter station, plus 1 per employee
Open front restaurant/ice cream stand		6 spaces, plus 1 per employee and 1 per 4 seats
Drive-through restaurant		1 per 30 sq. ft. UFA, plus 8 stacking spaces per food pickup window
Bars, lounges, taverns, nightclubs (majority of sales consist of alcoholic beverages)		1 per 50 sq. ft. of UFA
Private clubs, lodge halls, or banquet halls		1 for every 3 persons allowed within the maximum occupancy load as established by the town fire and building codes
Recreation		
Athletic clubs, exercise establishments, health studios, sauna baths, martial art schools and other similar uses		1 per 3 persons allowed within the maximum occupancy load as established by town fire and building codes, plus 1 per employee
Billiard parlors		1 per 3 persons allowed within the maximum occupancy load as established by town building and fire codes or 1 per 300 square feet of gross floor area, whichever is greater
Bowling alleys		8 per bowling lane plus additional for accessory uses such as bars or restaurants

Indoor recreation establishments including gymnasiums, tennis courts and handball, roller or ice-skating rinks, exhibition halls, dance halls, and banquet halls	1 space for every 3 persons allowed within the maximum occupancy load as established by the town fire and building codes
Golf courses open to the public, except miniature or "par-3"	6 per golf hole, plus additional for any bar, restaurant, banquet facility or similar use
Miniature or "par-3" courses	3 per 1 hole plus 1 per employee
Stadium, sports arenas, sports fields (ball diamonds, soccer fields, etc.) or similar place of outdoor assembly	1 for every 3 seats or 1 for every 6 feet of bench, plus 1 per employee. For fields without spectator seating, there shall be a minimum of 30 spaces per field.

Section 10.4 Off-Street Parking and Facility Design

- A. **Location and Setbacks.** Off street parking lots shall meet the setback requirements applicable to parking, as specified in the zoning district or requirements which may be specified for individual uses.
- B. **Parking Construction and Development.** The construction of any parking lot shall require approval of a development plan, in accordance with **Article XIV**. Construction shall be completed and approved by the administrator before a certificate of occupancy is issued and the parking lot is used.
1. **Pavement.** All parking lots and vehicle and equipment storage areas shall be paved with an asphalt or concrete binder, and shall be graded and drained so as to dispose of surface water which might accumulate. The planning commission may approve alternative paving materials, such as permeable/grass pavers, for all or a portion of the parking areas, based upon credible evidence of the durability and appearance of the proposed materials. For storage areas, the planning commission may approve a substitute for hard-surfaced pavement upon a determination that there are no adverse effects on adjoining properties.
 2. **Drainage.** Surface water from parking areas shall be managed in accordance with the town engineering standards. The town engineer shall determine the appropriate detention treatment.
 3. **Dimensions.** Parking space and aisle dimensions shall meet the following requirements and as specified in Table 10-4.
 - a. Angled parking between these ranges shall be to the nearest degree.
 - b. Space length may be reduced by up to two (2) feet if an unobstructed overhang, such as a landscaped area or sidewalk, is provided. A sidewalk shall have a minimum width of seven (7) feet where abutting a parking area. There shall be a minimum distance of seven (7) feet between the parking lot curb and building. Where curbing does not exist, bumper blocks shall be provided to protect pedestrian space adjacent to the building.
 - c. In parking lots having 20 or more spaces, up to 25 percent of the total required spaces may be designated as compact spaces. Compact spaces may be reduced in size in accordance with the provisions of Table 10-4.
 - d. All parking lots shall be striped and maintained showing individual parking bays, in accordance with the following dimensions:

Table 10-4 Dimensional Requirements (feet)

Parking Pattern	Parking Space		Maneuvering Aisle Width		Total Width – Two Rows of Parking and Maneuvering Lane	
	Width	Length	One-way	Two-way	One-way	Two-way
0°(parallel)	7	22	11	22	25	36
compact	7	20			25	36
45°	9	18	11	22	47	58
compact	7.5	16			43	54
60°	9	20	11	22	56	62
compact	7.5	16			48	54
75° to 90°	9	20	12	22	52	62
compact	7.5	16			44	54

4. **Stacking Spaces.** Waiting/stacking spaces for drive-through uses (such as banks, restaurants, car washes, pharmacies, dry cleaners and oil change establishments) shall be at least 24 feet long and ten feet wide. Stacking spaces shall not block required off-street parking spaces. Where the drive-through waiting lane provides for a single lane for five (5) or more vehicles an escape/by-pass lane shall be provided to allow vehicles to exit the waiting lane.

Insert Parking Design graphic

5. **Ingress and Egress.** Adequate vehicular ingress and egress to the parking area shall be provided by means of clearly limited and defined drives. All parking lots shall provide interior access and circulation aisles for all parking spaces. The use of public streets for maneuvering into or out of off-street parking spaces shall be prohibited. Ingress and egress to a parking lot in a non-residential zoning district shall not be through a residential district, except in instances where access is provided by means of an alley that forms the boundary between a residential and non-residential district.
6. **Curbing.** A six (6) inch concrete curb or alternative, as determined by the planning commission, shall be provided around all sides of any parking lot of 10 or more spaces to protect landscaped areas, sidewalks, buildings, or adjacent property from vehicles that might otherwise extend beyond the edge of the parking lot. Curb openings are allowed for storm water drainage, as recommended by the town engineer. Plantings shall be set back two (2) feet from curbs to allow for bumper overhang.
7. **Landscaping.** Off-street parking areas shall be landscaped and/or screened, in accordance with the requirements of [Article XI](#).
8. **Lighting.** Light fixtures used to illuminate off-street parking areas shall be arranged to deflect the light away from adjoining properties and adjacent streets. Lighting fixtures in parking areas shall conform to the requirements of [Section 9.8 B](#). Light fixtures shall be designed to achieve 90 degree luminary cutoff.
9. **Fire Lanes.** Fire lanes shall be designated on the site and posted with signage prior to occupancy. Vehicle circulation shall meet turning radius requirements set by the fire department.

- C. **Barrier Free Parking in Parking Lots.** Within each parking lot, signed and marked barrier free spaces shall be provided at a convenient location, in accordance with the Barrier Free Parking Space Requirements of the South Carolina Department of Transportation. Barrier free spaces shall be located as close as possible to building entrances. Where a curb exists between a parking lot surface and a

sidewalk entrance, an inclined approach or curb cut with a gradient of not more than a 1:12 slope and width of a minimum four (4) feet shall be provided for wheelchair access.

D. **Maintenance.** All parking areas shall be maintained free of trash and debris. Surface, curbing, light fixtures and signage shall be maintained in good condition.

E. **Limitations on Use of Parking Lots.**

1. Off-street parking areas are intended only for temporary vehicle parking. Except when land is used as storage space in connection with the business of a repair or service garage, use of parking areas or open land is not permitted for the storage or parking of wrecked or junked cars, or for creating a junk yard or nuisance.
2. Loading spaces, as required in Section 10-5, and parking spaces, required in Section 10-3, shall be considered separate and distinct requirements and shall be provided as individual components on the site. In no case shall one component be construed as meeting the requirements of the other.
3. Parking lots and loading areas shall not be used for the long-term storage of trucks or trailers, except where such outdoor storage is specifically permitted in the zoning district. Overnight parking or storage of commercial vehicles shall be prohibited, except for uses and locations approved for vehicle storage. This shall not be construed to prohibit the parking overnight of commercial fleet vehicles or the short-term parking of trailers in loading bays or staging areas in Commercial or Industrial Districts.
4. It shall be unlawful to use a parking lot or open area to store or park any vehicle for the purpose of displaying vehicles for sale, except in an approved vehicle sales dealership.

Section 10.5 Access Management

A. **Driveway Spacing Standards.** The following minimum spacing requirements shall apply to all driveways within any Commercial or Mixed Use Zoning District, except the Downtown Core District.

Table 10-5 Minimum Commercial Driveway Spacing From Another Driveway or Road Intersection		
Posted Speed Limit (MPH)	Minimum Driveway Spacing (Feet)	
	Roadways with > 2000 AADT or driveways generating more than 50 peak hour trips	Roadways with < 2000 AADT
30	160	75
35	220	125
40	275	175
45	325	225
≥ 50	400	275

1. Spacing between a proposed driveway and a street intersection, either adjacent or on the opposite side of the street, may be set on a case-by-case basis, but in no instance shall the spacing be less than the distances listed in Table 10-5. Measurements are from the near edge of the proposed driveway, measured at the throat perpendicular to the street, to the near lane curb edge of the intersecting street or pavement edge for uncurbed sections.
2. Minimum spacing between two (2) driveways on the same side of the street shall be determined based upon posted speed limits and daily traffic volumes along the parcel frontage or peak hour traffic generation of the proposed use. The minimum spacing indicated in table 10-5 shall be measured from driveway edge to driveway edge.
3. To reduce left-turn conflicts, new driveways shall be aligned with those across the street, where possible. If alignment is not possible, driveways shall be offset from those on the opposite side of the street a minimum of 250 feet along arterial streets and 150 feet along collector and local streets. These standards may be reduced by the planning commission where there is insufficient frontage and shared access with an adjacent site is not feasible. Longer offsets may be required depending on the expected inbound left-turn volumes of the driveways.
4. In the case of expansion, alteration or redesign of an existing development where it can be demonstrated that preexisting conditions prohibit adherence to the minimum commercial driveway spacing standards, the planning commission may modify the driveway spacing requirements. Modifications shall be the minimum relief necessary, but in no case shall spacing of a full-access driveway from another driveway be less than 60 feet, measured centerline to centerline.

Insert Driveway Spacing graphic

B. Commercial Driveways Permitted.

1. The number of driveways serving a property in any Commercial or Mixed Use District shall be the minimum number necessary to provide reasonable access and access for emergency vehicles, while preserving traffic operations and safety along the public street.
2. Adjacent parcels in common ownership fronting on the same street shall be considered as one (1) parcel when determining permitted driveways.
3. Access shall be provided for each separately owned parcel. Access may be via an individual driveway, shared driveway or service drive. Additional driveways may be permitted for property only as follows:
 - a. One additional driveway may be allowed for properties with a continuous frontage greater than 400 feet, if the planning commission determines there are no other reasonable access alternatives;
 - b. The planning commission determines additional access is justified without compromising traffic operations along the public street; and
 - c. The minimum spacing requirements, specified in table 10-5 can be met.

Section 10.6 Traffic Impact Analysis

A. Applicability.

1. **TIA Required.** Unless exempted by Section 10.6 B, a Traffic Impact Analysis (TIA) shall be required for any development anticipated to generate more than 100 peak hour in-bound or out-bound trips, based on the most recent edition of the Trip Generation manual published by the Institute of Transportation Engineers.
 2. **Redevelopment.** In the case of redevelopment, trip generation will be defined as the number of net new trips generated by the proposed use beyond the trips generated by the previous use.
 3. **Other Circumstances.** The planning director may waive the requirement to complete a TIA, or may require a TIA to be submitted for developments not exceeding 100 peak hour directional trips, based upon localized safety, operational, or street capacity issues, including levels of service (LOS) of existing roadways.
- B. **Exemptions.** Development meeting the following standards shall be exempt from the TIA requirement:
1. Any development located within the DC, Downtown Core District; and
 2. Previously approved developments for which a TIA was submitted in conjunction with a preliminary plat for subdivision, final development plan, or mixed use development: provided the TIA is less than three (3) years old.
- C. **Procedure.** The TIA shall be submitted along with an applications for a preliminary plat, development plan review, or mixed use concept plan. The TIA shall be prepared by a professional transportation engineer, licensed in the State of South Carolina and shall, at a minimum:
1. Estimate the traffic that will be generated as a result of the proposed development in addition to current (background) traffic volumes and proposed developments in the immediate vicinity;
 2. Evaluate site access and internal circulation;
 3. Evaluate the ability of the surrounding road network to support the proposed development and the cumulative traffic of current and other projected uses; and
 4. Identify specific improvements to the surrounding road network that are necessary in order to support the traffic anticipated to be generated.
- D. **TIA Submission for Projects with Cumulative Impacts.** A TIA shall be required for development projects that do not otherwise meet the thresholds of a TIA if the application is for a project that:
1. Shares features such as site access, common ownership, or other infrastructure with nearby undeveloped property for which future development can be reasonably anticipated; and
 2. The cumulative impact of the overall development can be expected to exceed the threshold for preparation of a TIA.

Section 10.7 Off-Street Loading Requirements

- A. **Uses Requiring Loading Area.** On the same premises with every building, structure or part thereof, erected and occupied for manufacturing, storage, warehouse, retails sales, consumer services or other uses similarly involving the receipt or distribution of vehicles, materials or merchandise, there shall be provided and maintained on the lot adequate space for standing, loading and unloading services in order to avoid undue interference with public use of the streets, alleys and parking spaces. This provision shall not apply to uses in the Downtown Core District.
- B. **Loading Area Requirements.** Loading and unloading spaces shall be paved and, unless otherwise adequately provided for, shall be 10 feet by 50 feet, with 15 foot height clearance, according to the following schedule:

Table 10-5 Minimum Off-Street Loading Requirements

Building Net GFA	Minimum Truck Loading Spaces
1 – 25,000 sq. ft.	1 space
25,001 – 40,000 sq. ft.	2 spaces

40,001--100,000 sq. ft.	3 spaces
100,001—160,000 sq. ft.	4 spaces
Over 160,000 sq. ft.	5 spaces, plus 1 space for each 80,000 sq. ft. in excess of 240,000 square feet (or fraction greater than ½)

- C. **Orientation of Overhead Doors.** Overhead doors for truck loading areas shall not face a public right-of-way and shall be screened to not be visible from a public street or an adjacent residential district.
- D. **Residential Setback.** Loading and unloading spaces shall not be located closer than 50 feet to any Residential District boundary, unless the spaces are wholly within a completely enclosed building or completely screened from the Residential District by a solid, sight-obscuring wall or fence at least six (6) feet in height and approved by the planning commission.

Section 10.8 Sidewalks and Non-motorized Pathways

Sidewalks shall be constructed within the right-of-way of all public and private streets to ensure current and future connectivity with existing or proposed sidewalks. Sidewalks shall be constructed in accordance with town specifications and standards. The planning commission may waive or defer the requirement for sidewalks, based on the following criteria:

- A. Pedestrian connectivity is already provided or part of a previously approved plan in close proximity via sidewalks or pathways;
- B. The applicant has agreed to a payment-in-lieu arrangement with the town for construction of sidewalks or pathways.